

THE CALEDONIAN.

By C. M. STONE & CO.



ST. JOHNSBURY, VT., FRIDAY, APRIL 27, 1887.

The Caledonian Enlarged.

We present THE CALEDONIAN to its

readers this week, enlarged, and we

trust improved.

In taking this step, we believe we do

but anticipate events. The future of

this section of Vermont is big with

promise. A trunk line of railway is to

cross our state, running through Caledonia

county, and not only opening new

markets for the buyer and producer, but

developing the country, by stimulating

manufactures, trade and agriculture. In

order to keep pace with the times, we

have added one column to each page,

and materially lengthened the columns,

so that the paper enlarged contains about

six columns more matter of the old size

than formerly. We feel this to be a

valuable increase; and we hope by re-

stricting our advertising to legitimate busi-

ness, to keep a fair share of the paper for

reading matter.

The enlargement involves an annual

expense of about \$100 in the addition

of cost of paper and composition, be-

lieves the expense incident to the change,

which is not inconsiderable. To meet

this outlay we must have new subscrib-

ers and more patronage in the job and

advertising line. There are probably

five hundred families in Caledonia and

Essex counties who do not now have this

paper. We do not ask two dollars a

year of each of them as a gratuity, but

believe we do not over-estimate the value

of THE CALEDONIAN as compared with

other local papers, when we promise

them a full equivalent for their money.

As we cannot personally present the

matter to those who are not now subscrib-

ers, we must rely mainly upon the

good offices of the many friends of this

paper to see that we sustain no pecuniary

loss in the attempt to give them a larger

and better newspaper. The terms will

remain unchanged—\$2.50 per year; or

\$2.00 if paid in advance.

The Railroad.

St. Johnsbury pledges \$400,000 to the En-

terprise.

The more we have investigated the

merits and feasibility of the proposed

trunk line of railroad from Portland to

Ogdenburg through this place, the more

apparent has become its desirableness and

importance to the section of country

through which it will pass.

When responsible parties, thoroughly

acquainted with the country through

which it passes, and the business it will

inevitably command, make a standing

offer, as they have done, to lease the road

permanently, thoroughly equip and keep

it in good repair, and pay six per cent.

interest annually on the entire cost of its

construction, it would seem that no one

hesitate in lending aid to its con-

struction. If this offer is a *bona fide* offer,

as we are assured it is by the direc-

tors of the Montpelier and St. Johnsbury

and Essex County roads, there ought to

be stock enough taken by individuals and

the towns along the line of these two

roads within the next month to secure

their speedy completion.

If this is not done, and *that* *at once*, we

lose in a short time these individuals and

communities may learn to their sorrow

that the *great opportunity* for opening a

highway through their midst, for the

commerce of the nation and the world,

has been lost to them forever. Other in-

dividuals and other communities, not fa-

vorably by nature with so fertile a route,

change for these bonds, if the roads are

built by subscriptions to stock entirely,

but if either road is under the necessity

of issuing bonds for its completion, the

town is to receive its proportionate share

of such bonds in lieu of stock, but not to

exceed one-half of its subscription. If

this stock is a six per cent. paying stock,

as it can be made to be, by accepting the

offer to lease, (of the desirability of which

we say nothing now) it would seem to be

quite certain that sometime in the fifteen

years, during which the town has the

right at any time to pay these bonds, the

stock can be disposed of at par, and the

funds thus received used to pay off the

bonds of the town so as to leave the

town with the benefit of the road *entirely*

without the loss of a single dollar. For in

the meantime the interest upon the stock

will meet and liquidate the interest upon

the bonds of the town. The stock of the

Vt. & Canada road leased in a simi-

lar manner, since the validity of the lease

was established, has, we are informed,

remained at par through all the fluctua-

tions of the stock market.

We have heard rumors of some of our

citizens being opposed to the town's aid-

ing in this manner. We are gratified to

learn that the careful, prudent business

men of the place have, almost without a

single exception, when made aware of

the facts, readily and cheerfully subscrib-

ed their assent to the plan proposed. We

believe, that when the facts and plan are

fully known, no one who has his own,

and the welfare of the community at

heart, will withhold his assent.

Some people, we have heard, have

talked of this plan, as a mortgage of the

town property; but we think no one will

so talk when he understands the plan.

We think no farmer, whose own farm

was thereby to be greatly enhanced in

value, would hesitate to lend his neighbor

his credit by signing that neighbor's notes

for the purchase of an adjoining farm

which was already, or could be perman-

ently rented for six per cent on the pur-

chase money, especially when the title to

the farm purchased was to be taken di-

rectly to that farmer. Nor would this be

called bad financing for that farmer.

What more than this is the proposed aid

given by the town to the construction of

these roads?

We wish to say a word to the other

towns interested in these roads. We are

informed by the directors of the roads

that they have the best assurances that

Portland will build the road to the east

line of Maine, if not to the White Moun-

tain Notch. New Hampshire, so hap-

pily provided by Providence with a most

feasible route through the White Moun-

tains, has citizens and friends who as-

sure the directors of the construction of

the road through that state. Shall the

towns and citizens along the line in this

state provide for its construction here?

St. Johnsbury has answered *yes*. What

say the other towns? We expect from

them an immediate answer in the affirma-

tive, and the work is accomplished.

Escape and Re-capture of Mills.

Sam. Mills, the Framingham murder-

er, escaped from the Haverhill jail Satur-

day night, by sawing off his shackles and

two bars of the window to the cell in which

he was confined. Five hundred dollars

was offered for his apprehension, and the

others were on the alert for his capture.

He was retaken at Dalton Tuesday

Out of the Frying Pan into the Fire.

Some of our neighbors, who keep a

sort of general oversight over St. John-

sbury, and who think the times are out

of joint unless they go according to their

special supervising, are a good deal alar-

mied because there is to be a railroad built

across our state which is to pass through

this town. Hoping to trig the wheels

of progress, and defeat that which is of

vital importance to the prosperity and

convenience of all this part of the state,

at least, they use that all-potent argu-

ment, "TAXES!" In short, according

to their representation, the tax payers of

St. Johnsbury are about to leave town in

view of the heavy burden which they are

now carrying, and will be compelled to

bear, if this town loans its credit in aid

of the contemplated railroad from Mont-

pelier to Portland.

Now we don't believe for a moment

that there is a person in town who will

leave on that account. But if there is

such an one, it might be well for him to

enquire before leaving, how the taxes of

this town compare with those of other

towns. St. Johnsbury has raised for the

past six years for town expenses, \$3.26

on the dollar on the grand list. The

debt of the town is now \$19,600. A

tax of \$1.18 on the dollar on the grand

list would raise sufficient to liquidate the

debt. Add this \$1.18 to the \$3.26, and

we have a tax of \$4.44, with the

town free from debt.

How does this compare with the towns

about us? Take for example Lyndon:

The taxes in that town for the above

time have been \$2.93 on the dollar on

the grand list, or more than double what

they would be in this town with the debt

paid. Our citizens who are afraid of

taxes will certainly not remove to Lyndon.

But we cannot pursue this matter of

taxation further at this time—we may

allude to it again. Meanwhile, if any

of our readers are frightened by the cry

from envious neighbors of "taxes," let

them beware how they "jump from the

frying pan into the fire"—for notwithstanding

the fact that the money St. Johnsbury has

squandered upon churches, twenty thou-

sand dollar graded school houses, soldiers

monuments, railroads, and other im-

provements, her taxes are less to-day

than those of one-fifth of the towns in

the state.

THE NEXT GOVERNOR.

The aspirant for Gov. Dillingham's place cannot

hold in any longer. Their names again

appear in the newspapers. Walton's

daily has a column communication, in

which John B. Page of Rutland comes

in for any amount of adulation. We

presume it is all deserved—but where are

Mr. Stewart's friends?—and those of

Mr. Underwood?—and where, oh

where, are the friends of Mr. Baxter?

On the first page will be found

Carlton's account of the opening of the

great Exhibition: an interesting state-

ment concerning the dead find depot of

this country at Philadelphia: a very

beautiful little poem: a study of the

activity of the chivalry to secure the ne-

gro vote and several short articles. On

the fourth page is a column for farmers

and housekeepers, and another especially

for parents to read.

The Paris Exposition is not draw-

ing so many from this country as anti-

cipated. Some steamers advertised for

Paris are already backing off, while the

Great Eastern sailed with a small num-

ber to what was anticipated. The Jour-

nal of Commerce says her owners did

not advertise her sufficiently.

The announcement in the papers

that a certain teacher who went from

these parts, is now engaged teaching in

the west on a salary of \$1200 a year,

brings fresh to mind an incident con-

necting with this same man when he first

From the "Notch" Survey.

CRAWFORD HOUSE, April 15, '87.

Mr. Editor:—Away up among the

mountains is the deepest peace. The air

is so keen and bracing that one need not

be an invalid. If people don't believe

this statement let them join the party

now surveying the route for a Railroad

through the White Mountains. There

are in the party a number who are ac-

customed to the roughs of such surveys;

but many of us—unaccustomed to the

scorching rays of a mountain sun—have

been the unwelcome recipients of unusu-

ally red noses. We never mind it how-

ever so long as our appetites are good.

The survey is progressing quite rapidly

under the charge of Mr. Grant, who la-

hors assiduously to carry out the orders

of Mr. D. C. Linsley, Chief Engineer.—

The line of levels has been run some dis-

tance below the famous old Willey House,

and I think the figures are perfectly sat-

isfactory. Indeed the elevation of this

house above the Saco valley is less than

many practical surveyors used to suppose.

If the road can reach the valley of the

Saco River the grade will be easy to

Portland. The snow on these old moun-

tains is fully four feet deep, and it is far

from an easy task to wallow in the snow

up to one's waist. On Thursday there

was quite a flurry of snow. In the morn-